



10/5/00

*Transmittal Note*

Amendment No. 1  
to the  
**SUPPLEMENT TO**  
**ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS**  
**VOLUME II**  
**(COMMUNICATION PROCEDURES**  
**including those with PANS status)**  
**(Fifth Edition)**

1. Amendment No. 1 to the Supplement to Annex 10, Volume II, provides additional information received from States up to 10 May 2000 with respect to all amendments up to and including Amendment 74.
  2. To incorporate this amendment:
    - a) replace existing pages (iii) and (iv) by the attached replacement pages dated 10/5/00;
    - b) replace the existing page for New Zealand by the attached new page dated 10/5/00; and
    - b) record this amendment on page (ii) of the Supplement.
-



31/10/01

*Transmittal Note*

Amendment No. 2  
to the  
**SUPPLEMENT TO**  
**ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS**  
**VOLUME II**  
**(COMMUNICATION PROCEDURES**  
**including those with PANS status)**  
**(Fifth Edition)**

1. Amendment No. 2 to the Supplement to Annex 10, Volume II, provides additional information received from States up to 31 October 2001 with respect to all amendments up to and including Amendment 74.
  2. To incorporate this amendment:
    - a) replace existing pages (iii), (iv) and (v) by the attached replacement pages dated 31/10/01;
    - b) replace the existing page for France by the attached new page dated 31/10/01;
    - c) insert the attached new page for Norway dated 31/10/01 in alphabetical order; and
    - d) record this amendment on page (ii) of the Supplement.
-



31/12/99

*Transmittal Note*

**SUPPLEMENT TO**

**ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS**

**VOLUME II**

**(COMMUNICATION PROCEDURES**

**including those with PANS status)**

**(Fifth Edition)**

1. The attached Supplement supersedes all previous Supplements to Annex 10, Volume II, and includes differences notified by Contracting States up to 31 December 1999 with respect to all amendments up to and including Amendment 74.
2. This Supplement should be inserted at the end of Annex 10, Volume II (Fifth Edition). Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.

---

**SUPPLEMENT TO  
ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS**

**Volume II  
(Communication procedures  
including those with PANS status)**

**(Fifth Edition)**

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 10, Volume II, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

DECEMBER 1999

---

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**RECORD OF AMENDMENTS TO SUPPLEMENT**

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>
1	10/5/00	ICAO			
2	31/10/01	ICAO			

**AMENDMENTS TO ANNEX 10, VOLUME II, ADOPTED OR APPROVED BY THE COUNCIL  
SUBSEQUENT TO THE FIFTH EDITION ISSUED JULY 1995**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
71	12/3/96	7/11/96			
72	12/3/97	6/11/97			
73	19/3/98	5/11/98			
74	18/3/99	4/11/99			

**1. Contracting States which have notified ICAO of differences**

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 10, Volume II (Fifth Edition), up to and including Amendment 74, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Argentina	17/9/99	1	31/12/99
France	21/2/01	1	31/10/01
Germany	1/10/99	1	31/12/99
New Zealand	3/4/00	1	10/5/00
Norway	2/2/01	1	31/10/01
Sweden	24/9/99	1	31/12/99

**2. Contracting States which have notified ICAO that no differences exist**

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Australia	27/7/99	Morocco	19/10/99
Bahrain	8/5/00	Namibia	30/6/99
Barbados	27/8/99	Netherlands	8/9/99
Belarus	21/12/00	Pakistan	13/10/99
Canada	1/10/99	Panama	9/8/99
Chile	11/6/99	Paraguay	16/9/99
China (Hong Kong SAR)	11/9/99	Portugal	1/10/99
Colombia	15/7/99	Republic of Korea	4/10/99
Cuba	19/7/99	Republic of Moldova	5/10/99
Denmark	29/6/99	Russian Federation	8/7/99
Egypt	17/7/99	Slovakia	4/10/99
Gambia	27/9/99	Sri Lanka	30/7/99
Georgia	15/10/99	Switzerland	29/9/99
Iran (Islamic Republic of)	28/7/99	Tunisia	7/10/99
Ireland	4/10/99	Uganda	14/7/99
Japan	21/7/99	United Arab Emirates	15/5/99
Jordan	26/9/99	United Kingdom	30/9/99
Malaysia	20/7/99	United Republic of Tanzania	8/7/99
Mauritius	1/10/99	United States	17/3/00
Mexico	27/7/99	Uruguay	14/7/99
Monaco	1/10/99		

**3. Contracting States from which no information has been received**

Afghanistan	Fiji	Nigeria
Albania	Finland	Oman
Algeria	Gabon	Palau
Andorra	Ghana	Papua New Guinea
Angola	Greece	Peru
Antigua and Barbuda	Grenada	Philippines
Armenia	Guatemala	Poland
Austria	Guinea	Qatar
Azerbaijan	Guinea-Bissau	Romania
Bahamas	Guyana	Rwanda
Bangladesh	Haiti	Saint Lucia
Belgium	Honduras	Saint Vincent and the Grenadines
Belize	Hungary	Samoa
Benin	Iceland	San Marino
Bhutan	India	Sao Tome and Principe
Bolivia	Indonesia	Saudi Arabia
Bosnia and Herzegovina	Iraq	Senegal
Botswana	Israel	Seychelles
Brazil	Italy	Sierra Leone
Brunei Darussalam	Jamaica	Singapore
Bulgaria	Kazakhstan	Slovenia
Burkina Faso	Kenya	Solomon Islands
Burundi	Kiribati	Somalia
Cambodia	Kuwait	South Africa
Cameroon	Kyrgyzstan	Spain
Cape Verde	Lao People's Democratic Republic	Sudan
Central African Republic	Latvia	Suriname
Chad	Lebanon	Swaziland
China	Lesotho	Syrian Arab Republic
Comoros	Liberia	Tajikistan
Congo	Libyan Arab Jamahiriya	Thailand
Cook Islands	Lithuania	The former Yugoslav Republic of Macedonia
Costa Rica	Luxembourg	Togo
Côte d'Ivoire	Madagascar	Tonga
Croatia	Malawi	Trinidad and Tobago
Cyprus	Maldives	Turkey
Czech Republic	Mali	Turkmenistan
Democratic People's Republic of Korea	Malta	Ukraine
Democratic Republic of the Congo	Marshall Islands	Uzbekistan
Djibouti	Mauritania	Vanuatu
Dominican Republic	Micronesia (Federated States of)	Venezuela
Ecuador	Mongolia	Viet Nam
El Salvador	Mozambique	Yemen
Equatorial Guinea	Myanmar	Yugoslavia
Eritrea	Nauru	Zambia
Estonia	Nepal	Zimbabwe
Ethiopia	Nicaragua	
	Niger	

**4. Paragraphs with respect to which differences have been notified**

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
4.4.15.1.1	Sweden	5.2.1.4.8	France
4.4.15.2.2	Sweden		Germany
4.4.15.3.12.1	Sweden	5.2.1.6.1.2	France
			New Zealand
5.1.8	France	5.2.1.6.2.1.1	France
5.2.1.3	France		New Zealand
	Germany	5.2.1.6.2.2	New Zealand
	Sweden	5.2.1.6.3.2.6	Argentina
5.2.1.3.1.1	Norway	5.2.1.6.3.4.4	France
	Sweden	5.2.2.1.1.1	New Zealand
5.2.1.3.1.2	France		
	Germany		
	Norway		



**CHAPTER 5**

- 5.2.1.6.3.2.6 In our national regulations, this procedure would be provided for in the Aeronautical Mobile Service with adjustments to its particular conditions.

---

**CHAPTER 5**

5.1.8 The order of priority of the messages handled by the aeronautical mobile service is as follows:

- distress messages;
- urgency messages;
- air traffic control messages;
- flight information messages;
- messages between aircraft operators and pilots.

For the French Administration, direction-finding messages are included in air traffic messages.

5.2.1.3 In French and English when using the time code, the numbers 10, 11 and 12 are spoken as “ten”, “eleven” and “twelve” (“dix”, “onze”, and “douze”).

5.2.1.3.1.2 In French and English, this rule applies to the transmission of all numbers, whatever element is transmitted, and it is not restricted to altitude, cloud height, visibility and RVR.

5.2.1.4.8 In English “say” is used instead of “report”. This only concerns the English.

In French and English, “j’écoute/pass your message” is used instead of “continuez/go ahead”. “J’écoute” is considered more suitable than “continuez”. “Pass your message” is preferred to “go ahead” which may mean literally “go ahead”.

5.2.1.6.1.2 Add the following provision: “On first contact, the call sign suffix may be omitted, unless it is the suffix ‘INFORMATION’.” The suffix “RADAR” is not used. The suffixes “CLUB/CLUB” are used by the stations used by flying clubs.

5.2.1.6.2.1.1 The Type b) call sign uses the aircraft operator’s call sign, followed by the complete registration marking.

5.2.1.6.3.4.4 In French and English, the words “canal/channel” are used. In French, the word “décimale” may be omitted if there is no ambiguity.

**CHAPTER 5**

5.2.1.3 In the following cases, numbers are not transmitted by pronouncing each digit separately:

- 1) messages containing traffic information, e.g. transmission of direction — Example: eleven o'clock;
- 2) instruction to fly a complete circle — make a three sixty.

In order to avoid confusion with the numbers TWO and FOUR, the words “TO” and “FOR” must not be used when reporting/assigning levels.

When transmitting altitudes, the word “ALTITUDE” shall precede the altitude value, and the word “FEET” shall follow the altitude value in order to avoid confusion with reporting/assigning levels.

Flight identifications containing identical numbers may be transmitted as “DOUBLE (number)” or “TRIPLE (number)” provided it does not cause confusion.

5.2.1.3.1.2 The exception to the rule given in 5.2.1.3.1.1 for the spelling of numbers is not prescribed in Germany.

*Remark:* The former ICAO rule of pronouncing each digit separately without exception is considered safer and generally does not take more time than a message in accordance with 5.2.1.3.1.2. Moreover, restriction of this latter special rule to the “transmission of altitude, cloud height, visibility and RVR information” would leave the user in doubt as to how the numbers in different contexts are to be pronounced, for example “1000 hPa”.

5.2.1.4.8 The word “VERIFY” shall not be used in Germany. The word “CHECK” shall be used instead.

*Remark:* The difference in the meaning of the words “VERIFY” and “CHECK” is hardly discernible for a non-native English speaker, and sometimes the words are used in the reverse sense.

**CHAPTER 5**

5.2.1.6.1.2 The call sign suffix CONTROL may be used by the authority controlling entry to restricted areas (CAR 91.129, CAR 73.53).

Aerodrome flight information service units use FLIGHT SERVICE rather than INFORMATION or RADIO (CAR 172.105) (a) (3) (ii)).

5.2.1.6.2.1.1 An aircraft radiotelephony call sign may be the last three letters of the aircraft registration marking (CAR 91.249) (a) (3)).

5.2.1.6.2.2 Abbreviated call signs type (a) and (b) are not permitted (CAR 91.249) (a)).

5.2.2.1.1.1 A requirement to guard 121.5 MHz is not mandatory.

---

**CHAPTER 5**

- 5.2.1.3.1.1 According to the said paragraphs all numbers except for altitude, cloud height, visibility and runway visual  
5.2.1.3.1.2 range information, shall be transmitted by pronouncing each digit separately.

Please be advised that for Norway departure is made from the above-mentioned paragraphs. **All** numbers used in the transmission which contain whole hundreds and whole thousands, shall be transmitted by pronouncing each digit in the number of hundreds and thousands followed by the word HUNDRED or THOUSAND as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number thousands followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED.

---

**CHAPTER 4**

- 4.4.15.1.1 Character SOH cannot be used in the present AFTN system. ZCZC is used.
- 4.4.15.2.2 Character STX cannot be used in the present AFTN system.
- 4.4.15.3.12.1 Character ETX cannot be used in the present AFTN system. NNNN is used.

**CHAPTER 5**

- 5.2.1.3.1 All numbers containing whole hundreds or whole thousands will be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word “HUNDRED” or “THOUSAND”, as appropriate.
  - 5.2.1.3.1.1 Not applied.
-